



**Rules and Regulations  
for the Classification  
of Special Service Craft,  
July 2012**

Notice No. 6

Effective Date of Latest  
Amendments:

See page 1

Issue date: March 2013

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# **RULES AND REGULATIONS FOR THE CLASSIFICATION OF SPECIAL SERVICE CRAFT, *July 2012***

## **Notice No. 6**

This Notice contains amendments within the following Sections of the *Rules and Regulations for the Classification of Special Service Craft, July 2012*. The amendments are effective on the dates shown:

| <b><i>Part</i></b> | <b><i>Chapter</i></b> | <b><i>Section</i></b> | <b><i>Effective date</i></b> |
|--------------------|-----------------------|-----------------------|------------------------------|
| 1                  | 3                     | 1                     | 1 July 2013                  |
| 1                  | 4                     | 1                     | 1 July 2013                  |

It will be noted that the amendments also include corrigenda, which are effective from the date of this Notice.

The *Rules and Regulations for the Classification of Special Service Craft, July 2012* are to be read in conjunction with this Notice No. 6. The status of the Rules is now:

|                                 |                 |                             |
|---------------------------------|-----------------|-----------------------------|
| Rules for Special Service Craft | Effective date: | July 2012                   |
| Notice No. 1                    | Effective date: | 1 October 2012              |
| Notice No. 2                    | Effective date: | 1 January 2013 & Corrigenda |
| Notice No. 3                    | Effective date: | 1 January 2013 & Corrigenda |
| Notice No. 4                    | Effective date: | 1 July 2013 & Corrigendum   |
| Notice No. 5                    | Effective date: | 1 July 2013 & Corrigenda    |
| Notice No. 6                    | Effective date: | 1 July 2013                 |

Part 1, Chapter 3  
Periodical Survey Regulations for Service Craft

Effective date 1 July 2013

■ Section 1  
General

1.5 Definitions

1.5.6 **Coating condition** for steel craft is defined as follows:

~~GOOD — condition with only minor spot rusting affecting not more than 20 per cent of areas under consideration.~~

|      |  |
|------|--|
| GOOD | Condition with only minor spot rusting.  |
| FAIR | Condition with local breakdown of coating at edges of stiffeners and weld connections and/or light rusting over 20 per cent or more of areas under consideration, but less than as defined for POOR condition. |
| POOR | Condition with general breakdown of coating over 20 per cent or more of areas or hard scale at 10 per cent or more of areas under consideration.   |

1.5.7 A **Prompt and Thorough Repair** is a permanent repair completed at the time of survey to the satisfaction of the Surveyor, therein removing the need for the imposition of any associated condition of class or recommendation.

1.5.8 **Air pipe heads** installed on the exposed decks are those extending above the freeboard deck or superstructure decks.

1.6 Repairs

1.6.1 Any damage in association with wastage over the allowable limit (including buckling, grooving, detachment or fracture), or extensive areas of wastage over the allowable limits, which affects or, in the opinion of the Surveyor, will affect the craft's structural, watertight or weathertight integrity, is to be promptly and thoroughly repaired. Areas to be considered include, (where fitted):

- side shell frames, their end attachments and adjacent shell plating;
- deck structure and deck plating;
- bottom structure and bottom plating;
- side structure and side plating;
- inner bottom structure and inner bottom plating;
- inner side structure and inner side plating;
- watertight or oiltight bulkheads;
- hatch covers and hatch coamings;
- the weld connection between air pipes and deck plating;
- air pipe heads installed on the exposed decks;
- ventilators, including closing devices.

For locations where adequate repair facilities are not available, consideration may be given to allow the craft to proceed directly to a repair facility. This may require discharging the cargo and/or temporary repairs for the intended voyage.

1.6.2 Additionally, when a survey results in the identification of structural defects or corrosion, either of which, in the opinion of the Surveyor, will impair the craft's fitness for continued service, remedial measures are to be implemented before the craft continues in service.

1.6.3 Where the damage found on structure mentioned in 1.6.1 is isolated and of a localised nature which does not affect the craft's structural integrity, consideration may be given by the Surveyor to allow an appropriate temporary repair to restore watertight or weathertight integrity and impose a Condition of Class with a specific time limit.

## Part 1, Chapter 4

### Periodical Survey Regulations for Yachts

Effective date 1 July 2013

#### ■ Section 1 General

#### 1.5 Definitions

1.5.6 **Coating condition** for steel yacht is defined as follows:

~~GOOD — condition with only minor spot rusting affecting not more than 20 per cent of areas under consideration.~~

|      |  |
|------|--|
| GOOD | Condition with only minor spot rusting.  |
| FAIR | Condition with local breakdown of coating at edges of stiffeners and weld connections and/or light rusting over 20 per cent or more of areas under consideration, but less than as defined for POOR condition. |
| POOR | Condition with general breakdown of coating over 20 per cent or more of areas or hard scale at 10 per cent or more of areas under consideration.   |

1.5.7 A **Prompt and Thorough Repair** is a permanent repair completed at the time of survey to the satisfaction of the Surveyor, therein removing the need for the imposition of any associated condition of class or recommendation.

1.5.8 **Air pipe heads** installed on the exposed decks are those extending above the freeboard deck or superstructure decks.

#### 1.6 Repairs

1.6.1 Any damage in association with wastage over the allowable limit (including buckling, grooving, detachment or fracture), or extensive areas of wastage over the allowable limits, which affects or, in the opinion of the Surveyor, will affect the yacht's structural, watertight or weathertight integrity, is to be promptly and thoroughly repaired. Areas to be considered include, (where fitted):

- side shell frames, their end attachments and adjacent shell plating;
- deck structure and deck plating;
- bottom structure and bottom plating;
- side structure and side plating;
- inner bottom structure and inner bottom plating;
- inner side structure and inner side plating;
- watertight or oiltight bulkheads;
- hatch covers and hatch coamings;
- the weld connection between air pipes and deck plating;
- air pipe heads installed on the exposed decks;
- ventilators, including closing devices.

For locations where adequate repair facilities are not available, consideration may be given to allow the yachts to proceed directly to a repair facility. This may require discharging the cargo and/or temporary repairs for the intended voyage.

1.6.2 Additionally, when a survey results in the identification of structural defects or corrosion, either of which, in the opinion of the Surveyor, will impair the yacht's fitness for continued service, remedial measures are to be implemented before the yacht continues in service.

1.6.3 Where the damage found on structure mentioned in 1.6.1 is isolated and of a localised nature which does not affect the yacht's structural integrity, consideration may be given by the Surveyor to allow an appropriate temporary repair to restore watertight or weathertight integrity and impose a Condition of Class with a specific time limit.

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